

# MOTOR RACING

and  
Economy Car News

7th Year - No. 18 - Los Angeles, Calif.

(Published bi-weekly except last issue of calendar year)

July 13, 1962

25c

## CARTOON STRIP COMING



**JOE PUCKETT**, who shows the humorous side of road racing in **SKID WHEELER**, **HERO DRIVER**, cartoon strip which will appear regularly in **MOTORACING** starting with the next issue.

Everybody likes comics . . . And starting with the next issue of **MOTORACING**, a regular cartoon strip will be published.

It is a product from the facile pen of Joe Puckett, talented Manhattan Beach sports car racing cartoonist.

The title is **SKID WHEELER**, **HERO DRIVER** and it will accent the trials and tribulations encountered in road racing.

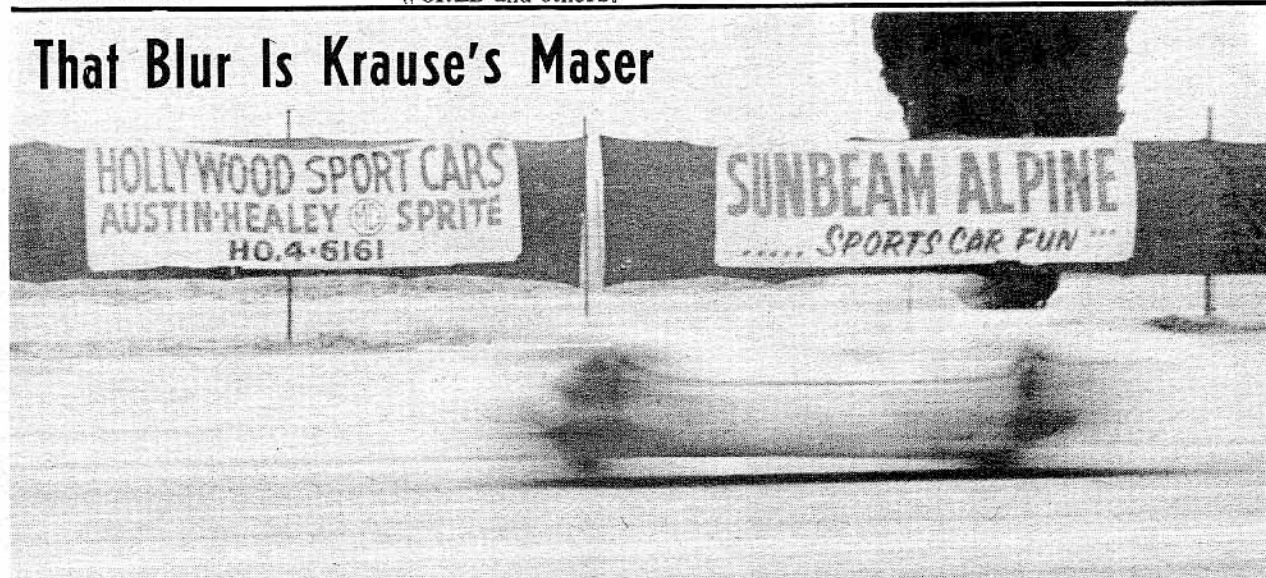
And Joe Puckett knows his subject, for he has been active in competition since 1955, when he raced a Triumph. In 1959, he began driving a Crosley Spl., and recently switched to a FIAT Abarth.

His drawings have appeared in many automotive and racing publications, including **MOTORACING**, **SPORTS CAR GRAPHIC**, **ROAD & TRACK**, **COMPETITION PRESS**, **CAR LIFE**, **KARTING WORLD**, **CAR & DRIVER**, **CAR CRAFT**, **CYCLE WORLD** and others.



**CARROLL SHELBY**, who continues to be the most colorful and popular personality on the road racing scene, astride his Honda at Pomona races. Read his comments on Bill Krause in **VIGNETTES**.

## That Blur Is Krause's Maser



**LEE ADRIAN'S** camera, set at 1/60s., catches Bill Krause in the Birdcage Maserati as he streaks across the start-finish line at the

Pomona road races. How can you miss the free ads in the background? Other photos on Pages 1 & 5.



## Please Make a Note of This

Some of the mail directed to MOTORACING has been arriving by way of the Fiji Islands and Borneo. The Post Office is at a loss to explain the reason.

It's taking as long to reach MOTORACING as it takes the Snapper-Wrapper to reach you. Perhaps incorrect address, says the Post Office.

All mail should be addressed to P.O. Box 392, Culver City, Calif. DO NOT use the Westwood Blvd. address.

There is only one phone number. It is VERmont 7-8636. Repeat --- VERmont 7-8636.

And for Classified Ads ONLY, the address is 4041 Marlton Ave., Room 208, Los Angeles 8, or phone AXminster 2-0287. Please make a note of this in your records.

## It's Clark and Lotus V-8 At Aintree

(Standings on Page 4)

By LUDWIG FRIEDMAN  
Special to MOTORACING

AINTREE, England, July 21 --- One of the most potent combinations in Grand Prix racing this year, Jim Clark, 26-year-old Scot, and the new Lotus V8, today scored an easy victory in the GP of Great Britain. He averaged 92.25mph for the 225mi. race.

The win boosted Clark to second place in the world championship F1 standings with 18 points, one less than Graham Hill, BRM. He had earned nine points by winning the Belgium GP.

John Surtees was second today in a Lola V8. He was 49.2s. in back of the winner. Bruce McLaren, Cooper, was third. Then came Graham Hill, BRM, fourth; Jack Brabham, former champion, Lotus, fifth, and Tony Maggs, Cooper, sixth.

Fourteen of the 21 starters finished the 75-lap race over the 3mi. course.

Clark had a record-breaking 1:53.6 lap in practice Friday, earning him the pole, and today he had fastest lap of 1:55, an average of 93.91mph.

Phil Hill's factory Ferrari was the only one running today. It went out on the 47th lap with carburetor trouble. Other Ferrari drivers standing by were Lorenzo Bandini, Giancarlo Baghetti and Ricardo Rodriguez. Phil, 1961 champion, dropped to fourth in the standings.

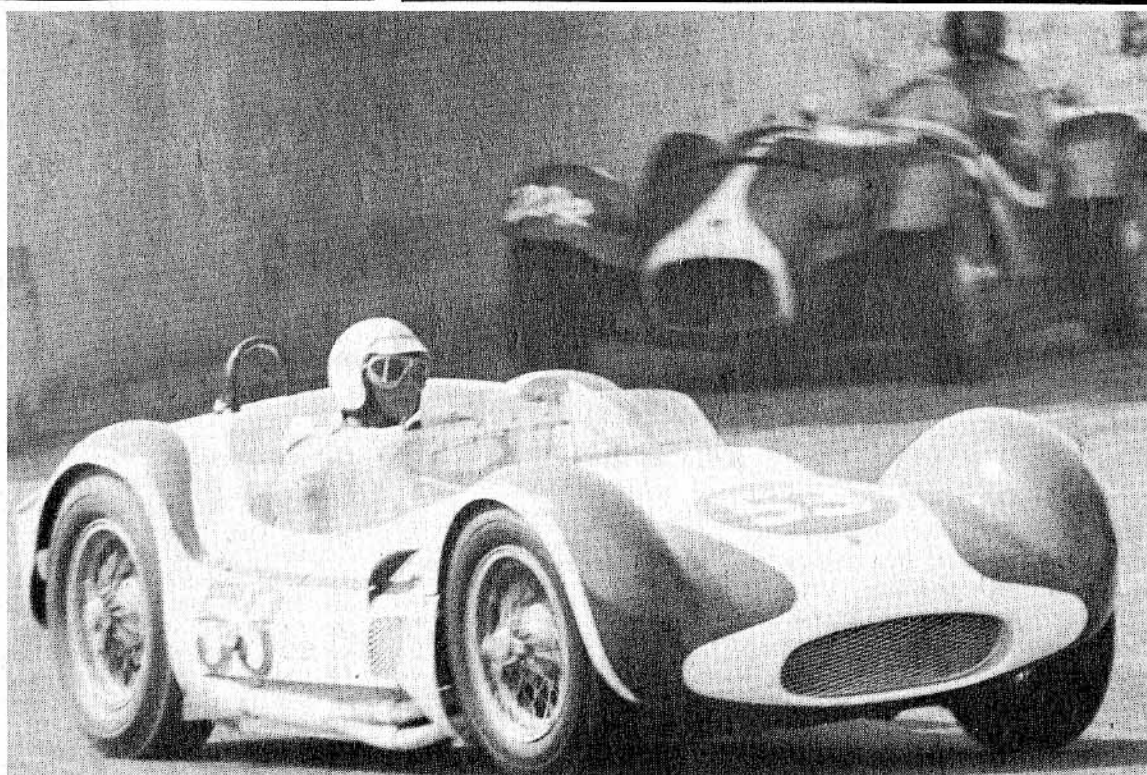
Dan Gurney, winner of the previous Grand Prix in a flat-8 Porsche --- the GP of France --- was eighth today. Up in third place during the early stages, he faded, mostly due to a slipping clutch, and at the end Clark had lapped him two times.

Clark also lapped everyone except Graham Hill, McLaren and Surtees. He was about to lap Graham Hill near the finish.

Clark took the lead at the start and was never headed. Surtees held his second-place position all the way through, although Clark kept adding distance between them until the end.

The win earned Clark \$2000 in prize money and a huge silver trophy worth about \$300. Clark has won two championship races and broken down in three. Also, in other important races, the fragile Lotus was a retirement

Continued on Page 4



BLASTING OUT of the tunnel into turn 3, Bill Krause whips the Tipo 61 Italian Birdcage Maserati into the lead at USSCC Pomona races July 22. Krause was an easy winner, averaging 78.85mph. (Photo by Bill Norcross)

## KRAUSE POSTS EASY VICTORY IN MASERATI

(Other photos on Front Cover and Page 5)

BY GUS V. VIGNOLLE  
Editor of MOTORACING

POMONA, Calif., July 22 --- When 29-year-old Bill Krause of Long Beach, Calif., has a good car under him and it holds up, he is an extremely rugged customer and tough to beat.

He proved this today under the blistering sun at the LA County Fairground before some 10,000 fans. Krause, who should be under the Big Tent in Europe, drove a Birdcage Maserati to a ridiculously easy victory in the 20-lap feature around the 1.85mi course.

In averaging 78.85mph, the tough little pilot won by nearly a full minute over Jack McAfee, who drove a Porsche RSK. Bill Boldt, in a huge Kurtis-Pontiac, who was fired recently for driving a beer truck too slowly around LA, was third.

Fourth went to Ted Peterson, Lister-Jaguar; fifth to Art Snyder, in his new Class G BMC Genie, while sixth was the only woman driver in the race, Mary McGee, in Porsche, who also excels in motorcycle racing.

The zing was taken out of the

Continued on Page 5

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## Big Day For Nethercutts In Northwest

(Photos on Page 3)

BY JACK DENO

Special to MOTORACING

KENT, Wash., July 29 --- With Mt. Rainier's frosty head looking down on a sizzling 90-degree track, Jack Nethercutt, of Los Angeles, slammed his Lotus 19 around the PRI course to take the second running of the Seafair Cup. He averaged 82.913mph. The SCCA Western Divisional Championship go marked the beginning of the Seattle-area Seafair activities, a week-long bourbon-and-water bash, topped off by the Gold Cup hydroplane races Aug. 5.

The rooster-tails were all made of dust and smoke at the Kent track, as Nethercutt led the way around the 2.25mi. track with 9 turns and a couple of hairy hills that had the brake specialists grinning. The race promised to be a good one for the first five laps, as Nethercutt, Jerry Grant, in a 3-liter Ferrari, and Stan Burnett, in a Corvette Spl., ran 1-2-3 in a fast parade. After five laps, the Grant Ferrari gave Nethercutt a sick-sounding raspberry as the plugs went, and limped to the pits.

With last year's winner out of the race, Nethercutt increased his lead over Burnett, and had little trouble staying on top for the rest of the 45min. race. Working his way through the traffic, Pat Pigott, of Bellingham, moved his Lotus up to second place, Burnett settling for third, and Pete Lovely fourth.

It was a great Nethercutt day as far as two races went. Rob Nethercutt drove an outstanding race among the Form. Jrs., taking his Lotus from a poor fourth place, past Ray Altman, and outdistancing Charles Donaldson and the Lola of Terry Nilsson for an overall win.

The difference in the legal allowances was obvious in the big-bore production run. Joe Freitas wheeled his well-prepared Corvette to a nice win, providing some very nice dicing for the 20,000-plus crowd, with Everett Hatch's Corvette, and Paul Reinhart of Oakland. Reinhart displayed some beautiful driving control when his car lost the front wheel on the last turn of the last lap, and he smoked the big machine across the finish line, sans one wheel, for a third place.

All in all, the entire race was very well-conducted by the

Continued on Page 4

**Vignettes**

By Gus V. Vignolle

- With The Todds
- Krause Praised
- Top Freeoads

## 3RD AND 2ND NET HOOSIER G.P. TO HALL

CLERMONT, Ind., July 29 --- Jim Hall of Midland, Texas, placing third in the first heat and second in the second, had the least total elapsed time today to win the 200mi. Hoosier Grand Prix over the 2 1/2mi. Raceway Park track.

Driving a white Lotus Form.1 car, Hall picked up \$1,925 from the \$10,000 purse.

Dan Gurney, Costa Mesa, Calif., who won the Grand Prix of France recently, placed second in the first heat but then dropped out after the left front wheel of his car locked on the first turn of the second heat.

The top finishers:

FIRST HEAT --- 1. Roger Penske, Gladwyne, Pa. (1:10.58, 84.55mph.); 2. Dan Gurney, Costa Mesa, Calif.; 3. Jim Hall, Midland, Tex.; 4. Bob Holbert, Warrington, Pa.; 5. Rodger Ward, Indianapolis.

SECOND HEAT --- 1. Hap Sharp, Midland, Tex. (1:12.56; 82.27mph.); 2. Hall; 3. Ward; 4. Herb Swan, Cleveland, O.; 5. Harry Washburn, Shreveport, La.

OVERALL --- 1. Hall; 2. Ward; 3. Swan; 4. Sharp; 5. Don Hulet, Reseda, Calif.; 6. Washburn; 7. Dean Causey, Carmel, Ind.; 8. Lloyd Barton, Danville, Ill.; 9. Stewart McMillen Jr., Pompano Beach, Fla.; 10. Gerry Mason, Indianapolis.

### MEMORABLE MGTC

The first sports car to come to the U.S. in quantity was the MGTC, making its appearance shortly after World War II. It was called Britain's revenge for the Boston Tea Party. Most of the top 10 drivers were introduced to the sport aboard a TC.

## Reno Road Races Sept. 22-23

RENO, Nev., The Second Annual Reno Sports Car Races have been officially set for Sept. 22-23, according to Lt. Col. Clarence B. Bacon, race chairman.

The races will be sponsored by the Reno Lions Club and underwritten by Bill Harrah, Reno and Lake Tahoe sportsman. Profits from the races will be

distributed among the Lions Club various civic charities.

The 1961 Reno Sports Car Races proved to be highly successful, with over 10,000 spectators and 145 entrants. Chuck Parsons, last year's winner, is expected to return, as is runner-up Dave Ridenour.

The 3mi course is at Stead Air Force Base. Races are sanctioned by SF SCCA.

As a matter of fact, some of Dick Todd's excellent articles on roll-bars and other safety precautions have appeared in MOTORACING from time to time.

Enough to tell you what they do. Now about the goings-on at 2386 Academy Ave. during a Pomona race weekend: Everybody is there. It's like Grand Central Station. Actually, it's the Grand Hotel of racing.

Cont. Page 3

## Re-Run At Pomona Aug. 18-19

Following the successful July 21-22 sports car races at Pomona, the United States Sports Car Club, with the cooperation of the Cal Club, will stage another two days of road racing, Saturday and Sunday, Aug. 18-19, at the same Los Angeles County Fairgrounds.

There will be eight races each day over the paved 1.85mi. Pomona road racing course. Eight lappers will be the order of the day on Saturday, while Sunday has a pair of features, 20-lap race for modified cars and a 20-lapper for production cars.



## Letters to MotoRacing

WOW — WOTTA BLAST

I knew the Pharaohs of the Cal Club often let power go to their heads, but this last banning of the Women's Sports Car Club really is the worst. After 10 years of excellent work, slash, twist, in the back!

There was a rumble a few years back along this same line, which was instigated by several of the Cal Club officials' wives, who wanted to start a club of their own. It would be a branch of the Cal Club. These women didn't believe the WSCC should be impartial and serve all clubs---just one, CAL CLUB! Looks like they got their way!

I don't think the WSCC should give up without a fight. Many of the old members still know where the bodies are buried in the Cal Club. Many of the Pharaohs wouldn't be in office if it were not for the rigged elections.

It doesn't seem fair to have your so-called friends shoot you down in flames, while telling you how great and helpful you are.

Sports car racing needs a shot in the arm, not in the head, if it is to ever regain top recognition again, and it won't happen with a dictatorship instead of sportsmanship.

DUSTY BRANDEL  
Burbank, Calif.

\*\*\*

### SLOW POSTAL SERVICE

So how come my copy of MOTORACING arrives so late? It must be the "manana" influence from your recent Central American and Mexico junket.

ARTURO ECKPAY  
New York, N.Y.

NEED MORE SPACE

Just a note to say "Amen" to Isabel Haas' Rally Round column in the June '29 issue. I would also like to put in a plug for a sports car club (of which I am a member), that always treats any and all guest entrants with the respect due them, the Aerojet-Downey Sports Car Club (ADSCC). We more than encourage guest participation in our open events, and always award equal member and guest trophies, one trophy per every four entries in each category, to a reasonable limit. One more thing, Gus, MOTORACING is ALMOST as good as ever --- the one thing I would like to see again to make MR complete are the complete race result "boxes" you used to have in the early days. Now that you will have more space to fill in, with Peace being declared, how about going back to the "good 'ol days" of complete race results?

ROBERT H. HENRY  
Whittier, Calif.

*Editor's Note - You are so right. We'll do our utmost to print race charts. It's always a horrid space problem. It is a shame that we are unable to use more than one-third of the material submitted and phoned in. We need more pages, but that means more ads to justify the expansion.*

### ACCORDING TO 1962 SCCA REGULATIONS:

#### RACE

A competition between automobiles over a specified course, in which speed is the determining factor.

## MOTORACING

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## Oakland G.P. Race Summary

### SUNDAY SUMMARY

Course---2.4mi.

All Mod. except H. 1hr. 38 laps---1. Bill Krause, Birdcage Maserati (92.1mph); 2. Bill Sturgis, Cooper Monaco; 3. Ted Peterson, Lister Jaguar; 4. Jack Flaherty, BMC Genie; 5. Art Snyder, BMC Genie. C, Peterson; D Krause; E. George Grinzewitsch (20th OA) Cooper; F. Carl Block Porsche 550, (15th OA); G. Flaherty, Fastest lap, Krause, 1:33.3; fastest trap, Peter Culklin, Corvette-Mercedes, 150.2mph.

GH Prod. & H Mod. 19 laps---1. Ted Herman, Lotus 7A (76.3mph); 2. Serge May, Lotus 7A; 3. Bob Rutledge, Alfa Romeo. G. Herman; H. V.S. Hudson, Austin-Healey Sprite (9th OA); Hm. Robert Martindale, Abarth (14th OA). Fastest lap, Herman, 1:53.7; fastest trap, Victor Forno, Sprite (5th OA), 95.9mph.

Formula. 27 laps---1. Jack Dalton, BMC 3 (86.1mph); 2. Harry Martin, Jr., Lotus 22; 3. Roy Seher, Lotus 20, FJL, Dalton; FJL, P.S. Talbot, BMC 1 (5th OA); FJL, Vince Leger, Spl. (11th OA); Form. 3, Bob Wenz, Cooper 10 (9th OA). Fastest lap, Dalton, 1:37.1; fastest trap, Dalton, 111.5mph.

ABCD Prod. 26 laps---1. Joe Freitas, Corvette (83mph); 2. Don Wester, Porsche; 3. Dave MacDonald, Corvette. A, Freitas; B, Wester; C, Allen Grant, AC Bristol (5th OA); D, Wyn Robertson, Porsche (6th OA). Fastest lap, Freitas, 1:39.9; fastest trap, MacDonald, 136.2mph.

EF Prod. 24 laps---1. Alson Brizard, Lotus (76.4mph); 2. Don Dickey, Porsche; 3. Steve Froines, Sunbeam Alpine. E, Brizard; F, Dickey, Fastest lap, Brizard, 1:50.6; fastest trap, Dickey, 107.6mph.

Motorcycles. 22 laps---1. Buddy Parriott, Norton (80.4mph); 2. Ed Kretz, Jr. (Honda RC 161); 3. John McLaughlin, Norton, 500. Parriott; Mfg. Works & Open, Kretz; 350, Dave Bulsing, AJS (4th OA); 250, Bill Hogue, Parilla (5th OA); 175, David Hamilton, Ducati (18th OA); 125, John Honda, Tohatsu (19th OA). Fastest lap, Parriott, 1:44; fastest trap, Parriott, 122.1mph.

Women & Sedans. 10 laps---1. Janet Gillmore, Lotus-Buick (71.1mph); 2. Katherine Kohl, TR3; 3. Phyllis Mathes, TR3; Sedans, Charles Forge, Cupertino. Fastest lap, Gillmore, 1:56.7; fastest trap, unavailable.

(These races covered in last issue of MOTORACING).

## Corey Heads Judging Panel

SAN DIEGO, July 13 --- Bill Corey, Pasadena, automotive engineer and widely-known as consultant and writer on tune-up technology, will head the judging panel at the Town & Country Concours d'Elegance here Saturday, Sept. 22.

The five-acre lawn fronting the hotel will be reserved as a concours area, and a limit of 130 has been set for show cars, with a display of luxury passenger and sports cars in and around the patio on Saturday preceding the concours and all day Sunday. Scottish bands and Highland dancers will provide entertainment.

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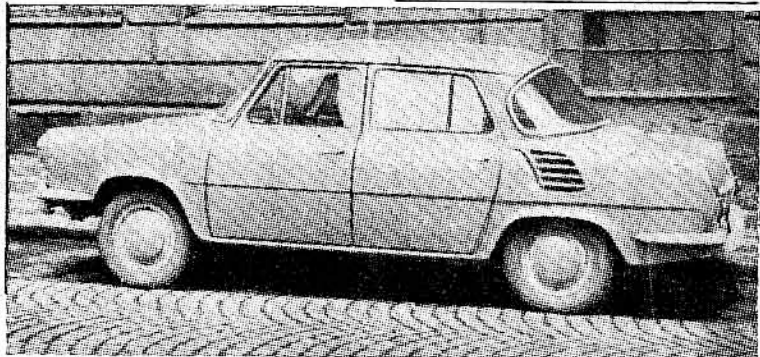
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## Economy Car News...

By LEE ADRIAN

From that excellent British publication, MOTORING NEWS, the Weekly Motoring Newspaper, I heard the experimental new SKODA was eyeballed recently in Prague. A photograph of the car appears below.

The machine has a 1000cc water-cooled 4cyl. engine. It is



The New 1000cc Skoda

rear-mounted. It is reported that in production form the Skoda would bid for SIMCA 1000 and RENAULT R8 markets.

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Mention of the R8 reminds me that Renault's public relations (as far as this publication is concerned) is probably the worst extant. Even though they may not have passed out the R8 poop in this country, they have been asleep both in LA and New York

Monza by factory drivers. The machine uses a 78x82mm, 1570cc edition of the well-proven twin ohc 4cyl. Giulietta mill.

The Giulia develops 106bhp, has a five-speed gearbox and a speed of better than 102mph. According to reports, the Italians also will produce Spyder and sprint models.

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A sporty touch accents the new "walk-through" conversion of



The Scout Mit Sporty Touch

insofar as other models and new developments are concerned.

The new four-door sedan is larger than the Dauphine, and mechanically follows the pattern of the latest Floride. But the usual Renault low-speed torque is missing.

The compression ratio is 8.5 to 1 instead of 9.5. The engine develops 48bhp at 5200rpm. This compares with 51bhp at 5500rpm for the Floride.

The rear-mounted 956cc engine has five main bearings and a light alloy cylinder head. The camshaft is chain driven. It has a four-speed gearbox, and like the R4 series, the cooling system is permanently sealed. Front suspension is by helical springs, and rear suspension is by triangulated swing axles. The large disc brakes on all four wheels are excellent.

Topping a true 80mph and with excellent roadholding qualities, the R8 has a body styling that follows the modern square trend in contrast to the curves of the Dauphine.

#### ALFA ROMEO GIULIA

ALFA ROMEO owners will be interested to know that the new Giulia T1 five-six-seater sedan was demonstrated recently at

the SCOUT by INTERNATIONAL. Among features of this special Scout adaptation are two-tone bucket seats and a matching two-passenger rear seat.

Rear seat also can be removed, converting the vehicle into a pickup with a 5ft.-long cargo area. Full-length steel and vinyl-coated tops---The Travel-Top, Sport-Top and Panel-Top---which fully-enclose the Scout are available.

The 100in. wb car has a 93hp. 4cyl. engine, fold-down windshield, and removable windows and doors as well as removable tops. It is offered in both rear-wheel and all-wheel drives.

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#### NOSTALGIC TWINGE

This has nothing to do with ECONOMY CAR NEWS, but it was with a nostalgic twinge that I noted the other day that Packard has been added to a list of nearly 2800 names that have faded from the automotive scene. I remember well when Packard was THE car...which proves I am no kid.

The Packard signature was dropped from the official corporate name, and it's probably the Studebaker Corp. from here on in.

There are some 200,000 Packards registered in the U.S., and a good stock of most fast moving parts are being maintained for them in each of the 16 factory parts depots, according to Stude.

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There are well over 200,000 filling stations in the U.S., pumping hundreds of millions of gallons of gasoline each year into an estimated 70,000,000 vehicles traveling American highways. You can readily see that I'm doing my level best to keep you posted.

## HOLLYWOOD SPORT CARS



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# Vignettes

BY GUS V. VIGNOLLE  
THEY ALL JAM THE ABODE  
OF DICK AND RUBY TODD

Continued from Page 1

I had long heard of the rollicking time enjoyed by about 10,000 people there each time they held races at the LA County Fairgrounds, which is just five minutes from the Todds' residence. I had a standing invite, but feared aggravating an old coronary condition. Last week, Pomona rolled around again, this time under bright, exhilarating conditions --- the first effort after the merging of



RUBY & DICK TODD WITH NEW GREENBRIER

those long-time antagonists, the Cal Club (SCCA) and USSCC (former SCCA and now USAC affiliate). I made the trek with TOBY PALMIERI, the bearded photog, in his VW bus.

Aside from a fine racing week-end (didn't believe it possible), a stay with Dick & Ruby Todd is a smasher of the initial aqua. It is a joyous gathering of the friendliest people this side of Felipe Pescador.

They had slot-racing going on all over the joint. They were building miniature racing cars, with pretty SHIRLEY WEBB working with



PALSY-WALSY---Two former presidents of the rival local sports car clubs, D.D. Michelmore, left (Cal Club-SCCA), and Jim Peterson (USSCC-USAC), tour the course at Pomona road races (Photo by Bill Norcross)

the tweezers on some parts so miniscular the eye could hardly detect them. They were advancing the reasons why either JIM CLARK or GRAHAM HILL or BRUCE Mc LAREN would win the drivers' championship this year.

All of this takes place concurrently with a Niagara of refreshments. After the races, GORDON CROWDER dropped over with a true magnum (2 full qts.) of Champagne.

Then CARROLL SHELBY ambled in. It dawned on the crowd that the former champion continues to be the most colorful and sought-after personality in the American road racing scene today. He's going great pistolas with his Ford-powered AC Cobra, his Good-year racing tire setup, his drivers' school at Riverside and other



MOST POPULAR bus at Pomona and Hq. for the elite was photog Toby Palmieri's customized sleeper. From left: Carroll Shelby, Palmieri, John Christy and WRC Shedenhelm. (Photo by Manuel Otumba)

sidelines.. The overall operation is a big one, and he has taken over all the facilities formerly occupied by LANCE REVENTLOW in Venice.

Shel had some thoughts after BILL KRAUSE had won the main event. He said Bill is the No. 1 driver in the country today. Asked about Krause's toughness after he was the target of some shots at Laguna Seca from former champion JACK BRABHAM, Shel said, "That was a bad beef for Bill. I consider him potentially as good or better than DAN GURNEY, providing he gets good machinery."

I told this to Krause, and his laconic comment was: "Thanks a lot, but it might interest you to know that I consider Dan Gurney the

Continued on Page 7

## COLOMBOSIAN'S MUSTANG WINS AT THOMPSON

THOMPSON, Conn., July 15--- Bob Colombosian of Andover, Mass., drove his Buick V8-powered Mustang to an impressive win today in the feature of the two-day Northeast Divisional SCCA Championship at Thompson Raceway. Twenty-five CFGH modified cars competed in the 20-lap test over the 2 mi. course. Colombosian scored the overall triumph 35s ahead of David Schiff in a Porsche RS60. Schiff thus took the Class F honors. Third was John Meyer in his Meyer-Pontiac Spl. This car set the pace for the first two laps; thereafter it was Colombosian all the way. The winner averaged 69.1mph.

Gordon Heald was first in class G, and Ben Diaz took Class H with an Osca.

Outstanding performance of the weekend was that of William Smith in a Cooper Formula Junior. There were 12 of these cars in their race, along with three Unrestricted Category cars and 10 Formula 3's. Smith, by far fastest of the Juniors, also beat Jack Walsh, who drove the potent Cooper Formula 2 car. Smith's average of 69.95mph was the fastest of the day and a new Junior race record. In the Formula 3 group, John Field, perennial winner in this class, also broke his own old record with 69.45mph average.

In the contest for DE production machines, Ralph De Ciantis was first overall in his D P Alfa Veloce. John Stevens took Class E in an Austin-Healey.

Ray Tainsh led the Class G and H production race with an Alfa, and Mark Robinson, Jr. was first in Class H with a Sprite.

In a race among 18 Class F production starters, the winner was Dieter Steinmann, Porsche.

### VINTAGE CAR RALLY

Fort Collins, Colo., July 13 - The Poudre Valley chapter Antique Car Club of America (AACA) has set up a vintage car rally in this section of No. Colorado for Aug. 11 and 12. There will be contests, a tour through the famous Fordney Museum of Transportation and dash-plaques for every entrant. Arrangements have been made to hold indoor contests and entertainment in case of foul weather. Details from Ernie Peyton, 821 Whedby, Fort Collins.



TURN 3 at PRI course near Kent, Wash., (top photo) is downhill into a tight "S". Harry Eyerly leads the H modifieds at the onset. Dean Beckly, Lotus 7, won it. Bottom photo: The feature Seafair Cup race was won by Jack Nethercutt of L.A.,

in a Lotus 19, on July 29, and here he wins a kiss from race queen Linda Jule. Story on Page 1. (Photos by Jack Deno)

### NINE MILLION CARS

When the AAA was founded in 1902, America had 23,000 cars and 17 million horses. California alone in 1962 has more than nine million registered motor vehicles.

### SAFETY MEASURE

President Wally Parks of the National Hot Rod Assn. is a nut about safety belts and is personally campaigning for legislation making them mandatory on all passenger cars; not only competition machinery.

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Chuck Matthews Photo  
Frank Mason

## BOOK REVIEW

## Automobile Quarterly

The second issue of AUTOMOBILE QUARTERLY arrived before this commentator had seen a review of the first number, or got around to writing one himself. Good thing, because it is now obvious that the first was not a false promise, no enticing "special" to lure subscribers. The second is in some ways better, especially in the sketch department; proving that a follow-through can be as potent as the original swing.

It has often been said that for superior automobile color printing we had to depend on Swiss or other European sources. This is no longer true --- AUTOMOBILE QUARTERLY should satisfy the most fastidious.

The unique format, making possible reproductions 22" wide (and that's WIDE!), the excellence of the typography, substantial attractive binding; eminent

which furnish compelling inspiration to the best writers, artists and photographers, can only be seen by most people at a Concours d'Elegance. Magazines feature "salon" or "classic" examples of beautiful cars, but editors and publishers seem to have some sort of conspiracy to ignore concours, where these wonderful specimens are on public display.

An entire issue devoted exclusively to the Pebble Beach Concours d'Elegance could prove

A Connoisseur's Periodical of Motoring  
TODAY, YESTERDAY & TOMORROW

# Automobile Quarterly



names among the writers, artists, photographers; elegant examples of their work --- all this gives the project much "class" and professional distinction. Any mention of this modern example of American enterprise proves a conversation starter.

Dedication of the first number to our own PHIL HILL was a superb gesture --- a clever editing maneuver --- and DENISE McCLEGGAGE handled the assignment in her own delightful way. She knows her subject and she can write.

Fault can be found if one wants to quibble. The first issue had typographical errors and some negligent proofreading inexcusable in a magazine so expensively produced; but the worst offense from this reviewer's angle is this: Concours d'Elegance is mentioned only once, and then it is misspelled. For one with a Thing about concours this is hard to overlook.

Magnificent automobiles,

a challenge to the resources and clever AUTOMOBILE QUARTERLY editors and contributors. A special concours edition might easily be one of the best.

There are no ads in AUTOMOBILE QUARTERLY. This writer likes advertisements --- they provide interesting entertaining information and are usually a welcome added attraction to any publication. But AUTOMOBILE QUARTERLY is intended as a permanent and timeless adjunct to your library and it is presumed that advertising would not only "date" it, but might in some manner detract from its exclusive tone.

There was need in America for a superior publication of this nature, and AUTOMOBILE QUARTERLY has come up with something definitely good --- in contents, editing, make-up, fine reproductions and general all-around good taste.

--- FRANK MASON.

## VARIED PROGRAM AT BRITISH INTERMARQUE POMONA PROGRAM

There are many sports car clubs in So. Calif. with memberships restricted to owners of one-marque British cars, such as MG, Sprite, Austin-Healey, Triumph, Morgan, Sunbeam Alpine, Daimler and others.

At the July meetings of these groups a principal topic was the all-British Intermarque Day at Pomona Sunday, Aug. 26.

Lew Spencer of the Cal Club Region SCCA, local distributor of Morgan and Sunbeam Alpine dealer, is general chairman. Gus Ehrman of Hambro, BMC headquarters, will represent the British Automobile Manufacturers Assn. (BAMA) which is to furnish the numerous trophies for the various events.

The Concours d'Elegance is to be set up by the Long Beach MG Club and a gala display of British-made show cars is pro-

mised. In addition to a panel of wellknown concours judges, a special all-British committee will select a Best-in-Show. Britishers to be invited include Denis Evans, Redondo Beach; Tom Gags, Santa Barbara; Ken Miles, Hollywood; Bill Pringle, Compton; Frank Mason, Long Beach, and officials from the Los Angeles British Consulate.

## Letter From CANADA

BY EVE WHITE

FRANCIS BRADLEY (Lotus 19) and LUDWIG HEIMRATH (Porsche) are within a point of each other for the Canadian sports car racing championship. The final race on this list will be the British Empire Motor Club's Indian Summer Trophy Races Sept. 8 at Mosport, and it will surely be a real battle.

\*\*\*

The recent Grand Valley Car Club's Grand Natl. Race for the Supertest Trophy was a win for Bradley, and although not on the championship calendar, it was a good event. Bradley led the whole way, but DAN SHAW (Sadler), Heimrath (Porsche) and SID SWAN (Porsche) had a good race for the place positions. Shaw's clutch went at the half-way mark, and Heimrath and Swan finished second and third. The new Comstock car is still having developmental troubles, but looking better all the time.

\*\*\*

The Intl. Canadian Grand Prix for motorcycles saw JESS THOMAS, holder of the world's motorcycle speed record at 114mph, win the lightweight 250cc class in good style. The 500cc Intl. was a second-year win for IVOR LLOYD (Manx Norton), followed by FRED GAILEY (G50 Matchless) and JESS THOMAS (G 50 Matchless). PETER KELLOND, from Vancouver to race at Mosport, fell in practice and damaged his machine. DAVE WILDMAN, on his way home to Vancouver after a season in Europe, broke a crank-pin while lying in a moving-up third position.

\*\*\*

The British Empire Motor Club has announced the signing of BRUCE MCLAREN to drive the prototype Cooper Monaco 2700cc at the Intl. FIA Canadian Grand Prix at Mosport in September. This will be the world debut for this interesting car. The engine was to have appeared at Indy, but was not ready at that time.

\*\*\*

Mosport Limited's annual general meeting saw the election of some new directors, taking the place of some resigning because of pressure of business. Mosport is at present selling their shares at \$1 to the enthusiasts, but will likely be on the open market before long.

\*\*\*

At the Eastern Canada vs. New England States Challenge Scramble, the US riders walked away from the Canadians in the lightweight class, but had to battle much harder in the 500cc event, as JOHN BRADEN from Watford Ontario and ROGER BEAUMONT from Montreal brought some much needed points to Canada. The score for the first leg showed USA 4820, Canada 3076 points. The tuners are busy for the return match in August.

\*\*\*

Pepsi-Cola Canada Ltd. will

## WORLD ROAD RACING DRIVERS' CHAMPIONSHIP

Driver, Car & Country	1	2	3	4	5	Total
1. Graham Hill, BRM, Gr. Br.	9	1	6	0	3	19
2. Jim Clark, Lotus, Gr. Br.	0	0	9	0	9	18
3. Bruce McLaren, Cooper, New Zeal.	0	9	0	3	4	16
4. Phil Hill, Ferrari, USA	4	6	4	0	0	14
5. John Surtees, Lola, Gr. Br.	0	3	2	2	6	13
6. Dan Gurney, Porsche, USA	0	0	0	9	0	9
7. Tony Maggs, Cooper, So. Africa	2	0	0	6	1	9
8. Trevor Taylor, Lotus, Gr. Br.	6	0	0	0	0	6
9. Lorenzo Bandini, Ferrari, Italy	0	4	0	0	0	4
8. Richie Ginther, BRM, USA	0	0	0	4	0	4
9. Giancarlo Baghetti, Ferrari, Italy	3	0	0	0	0	3
9. Ricardo Rodriguez, Ferrari, Mexico	0	0	3	0	0	3
9. Jack Brabham, Lotus, Australia	0	0	1	0	2	3
10. Joakim Bonnier, Porsche, Sweden	0	2	0	0	0	2
10. Carel G. de Beaufort, Holland, Por.	1	0	0	1	0	2

Key: Race 1, Grand Prix of Holland; 2, Monaco; 3, Belgium, 4, France; 5, Great Britain. Points: 1st, 9 points; 2nd, 6; 3rd, 4; 4th, 3; 5th, 2; 6th, 1. Next world championship race: Grand Prix of Germany, 5 Aug.

## SEAFAIR

Continued from Page 1

SCCA group. With much new blood in the NW region, hopes are high for smooth relations between the big ICNSCC Conference and SCCA, and all the other factions involved. There are still question marks around the big Intl. event scheduled for the last of September for the PRI course, and no doubt there'll be initials flying all over the Cascades before racing settles down in the Northwest.

Novice --- 1. Chuck Morrison, XKE Jaguar; 2. Rick Stark, Corvette; 3. L.E. Petery, Alfa.

GH Prod. & H Mod. --- 1. Dean Beckly, Lotus 7; 2. Lyle Forsgren, Spl.; 3. Harry Eyerly, Crosley Spl.

Formula Jr. --- 1. Rob Nethercutt, Lotus 22; 2. Terry Nilsson, Lola 3; 3. Charles Donaldson; 4. Ray Altman.

Seafair Cup, Mod. C-G --- 1. Jack Nethercutt, Lotus 19; 2. Pat Pigott, Lotus; 3. Stan Burnett, Corvette Spl.; 4. Pete Lovely, Lotus; 5. D.J. Rattenbury, Porsche Spl.; 6. Henry Candler, Elva 6; 7. W.M. Ninshaw, Elva; 8. Tom Vaness, Vaness

be starting a million-customer-sized promotion in the middle of August, to promote the Canadian Grand Prix. Their participation last year, apart from a money donation, was in the giving of the Pepsi-Cola Trophy, won by the late PETER RYAN.

\*\*\*

To prove that the stock car race at Mosport meant something, CRAIG FISHER brought out a Pontiac Catalina for the sedan race. Rock steady, and roaring around, Craig demolished the opposition. He's just a young fellow, but he can really handle the big cars.

Spl.; 9. Roy Demke, Dominow Spl.; 10. Keith Armstrong, TR Spl.; 11. Spencer Stoddard, Lotus 11. (14 cars DNF) Winning Avg. Spl. 82.913mph.

ABCD Prod. --- 1. Joe Freitas, Corvette; 2. Everett Hatch, Corvette; 3. Paul Reinhart, Corvette; 4. Dan McMahon, Corvette.

## Odd Or Even?

So you've got the road maps out and you're planning that summer vacation? Cordy Milne of Milne Bros. "World of Wheels," Pasadena, injects a hint at this point regarding Federal Interstate Highway route numbers --- the even numbered roads run east and west, while the north-south roads carry odd numbers.

## BRITISH GP

Continued from page 1  
at Brussels, Paux, Reims and Solitude.

There is some controversy in Europe over whether Graham Hill should have 19 or 18 points. He was given a point for sixth in the Monaco GP, which he did not finish. Only five machines finished, but he was given sixth on the basis of laps completed. A verdict is expected by the FIA.

The next championship race is the GP of Germany Aug. 5.

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By FLAVIO ST. GERMAIN

At the recent SF SCCA races in Oakland, seven cars were protested by the Rules Enforcement Committee and the protests were upheld by the Contest Bd. They were: DAN GILLUM, Mercedes-Benz 300SL; TOM LANE, AC Bristol, and KEITH MORRIS, Austin-Healey, in the big prod. car novice race; JOHN GROVE, Porsche; JIMSAMUELS, Porsche, and THOMAS KIMBALL, AH Sprite, in the small prod. car novice race, and BOB JONES, Porsche, in the EF prod. car race. Grove was an overall winner, while Lane and Jones were class winners. . . . JANE SULLIVAN, ex-LA SCCA and USSCC secy, and JIM CHAFFEE, the Mt. Baldy pilot of the Pink Elephant Mk. III, were married recently. . . VAL MARRS hopes to be back on the race scene soon with a Form. Jr. . . PAUL PRIMEAU, former Ferrari mechanic here and who was with DICK MORGENSON in Phoenix for a spell, is new service manager for BOB BOZZANI Motors (VW) in Monrovia. . .

We haven't heard it officially, but the word is that since the Grand Prix of Spain was called off, its date of Sept. 16 was assigned to the Grand Prix of Italy at Monza, originally scheduled for Sept. 2. . . DAN GURNEY is due home in Costa Mesa right after the GP of Germany, Aug. 5, and will be here for a month before heading for Monza. . . The trend is bright, wild colors for sports car paint jobs. That's the word from a man who should know, FRED SEBALD, whose Glendale body shop handles practically the entire sports car and racing set. Among some of the wild colors chosen by Porsche pilots: persimmon and matador red. Our job is now a flaming matador muleta red! . . .

BILL CONNORS, who used to head the Castrol office here, is now operating out of West New Haven, Conn., according to MARTY DONOHUE, Castrol chieftain who visited So. Calif. from SF last week. . . CHUCK BEAUMONT, the former Porsche pilot and top-flight author, last week addressed the Manuscripts Club in Hermosa Beach. Chuck is now writing the TWILIGHT ZONE TV show. . . JERRY SCANLON has 2 1/2 acres, three times more space than before, since he moved his popular Road & Track Auto Parts to 9760 Glenoaks Blvd., Sun Valley, Calif. He has practically every part needed for an import, and an innovation is how he has the cars laid out along an H-pattern asphalt race track. . .

Among those on hand for the Spirit of America press confab last week at Wilshire Country Club was TONY WEBNER, chief of the Goodyear Racing Tire Division from Akron. He was with CARROLL SHELBY, who handles Goodyear racing tires here. The Spirit of America, with CRAIG BREEDLOVE in the cockpit, will blast off at Bonneville next

month. . . CHIC VANDAGRIFF of Hollywood Sport Cars, who has a real winner with RONNIE BUCKNUM in the Healey, reports that JOAN GALLOWAY PRIMEAU soon will be driving an Alpine Sunbeam for him. . . Sports car times at the latest San Fernando drag strip session: DELSMITH, Corvette, 110.15mph; ROBERT DE WARWICK, Corvette, 105.50; PROVOLT & STOTHERS, Corvette, 99.77; LAWRENCE BAUYZER, Corvette, 89.46; VINCE DE AMICIS, Corvette, 70.03; STEVE DIVLO, Ferrari, 88.40, and JOSEPH A. MAYER, Alfa Romeo, 68.41.

After a spell in Torino, Italy, rally expert HOWARD FRANK is returning to the states, will be in LA about Sept. 15. . . SLIM BARNARD, former auto editor of the defunct LA Examiner, has joined the staff of the LA and So. Calif. Motor Car Dealers Assn. as public relations counselor. His first step should be to get the group to sober up and quit sending releases which bear this classic printed line at the bottom of the sheet: "Reproduction in whole or in part is expressly prohibited except by written permission." Top that one! . . . IRV KREISEL announces that NORMAN HOTCHIN is the new service manager at Continental Car Imports in Culver City. . . JOHNNIE PARSONS, former Indy winner and ardent sports car devotee, is now with JUSTICE BROS., who handle Wynn's Friction Proofing products. . .

MERRILL (MICKEY) LOWELL'S proposal for a Form. 1 race at the Palm Springs Airport was turned down by the Airport Commission there. He's appealing and going to Washington. Mickey wanted to come off with a shot there before seeking an FIA race next year at one of several sites now being considered in the desert country. The 1963 FIA dates will be announced in a couple of weeks. Mickey also heard recently from SR. GILBERTO VALENZUELA, Mexico's minister of public works, who told him the date for the Form. 1 at the Autodrome in Mexico City had been changed to Sunday, Nov. 11. Lowell also said he had it on good authority that PRESIDENT LOPEZ MATEOS will never permit an open road race in Mexico, which is what MOTORACING has been telling you right along. And the odds on that Baja Calif. Sept. 15 race NOT being held are now about 10 to 1. . .

## POLICE DUMMIES

No, that isn't an opinion - it merely means that Jack Milne of Milne Bros. "World of Wheels" read an item datelined London that said a road safety official recommended the stationing of dummy policemen at busy pedestrian crossing so that motorists would behave. It's an idea, snickers Jack but after a while you probably "wooden" notice them.



## POMONA

Continued from Page 1

feature when Ken Miles, who was on the way to a hat trick, was forced out in the 7th lap due to a broken oil line on his 3-liter Ferrari Testa Rossa "hot-rod." Miles had won the big production car race in a Ferrari Berlinetta (72.5mph), and the EF production car race in a Sunbeam Alpine (72.8mph).

Easy as Krause's victory was, he still had his troubles. On the 10th lap the bolts vibrated out of his seat, jostling him all over the cockpit. Only the seat belt held him in.

This year, he had led at Santa Barbara, Laguna Seca, Portland and Riverside, but always something went haywire with the machine and he faded out. Recently, at Oakland, the Tipo 61 Maser held up, and he scored a resounding victory; and now it's two in a row.

Bill, who has been racing since 1953, also won the 8-lap headliner here yesterday and set a course record average of 87.8 mph.

Just as the luster dissipated when Miles went out, so did the big production car race fizzle when young Dave MacDonald blew, allowing the Britisher to take over in the Berlinetta.

As usual, Miles cagily stayed off the pace. On the 9th lap, MacDonald's leading Class A Corvette threw a rod and spun on turn 7. Miles went on to win the 15-lapper over Joe Freitas (Corvette) by 30.5s.

MacDonald won this race yesterday. Miles was a DNF when the battery shorted out, leaving the Ferrari without ignition. Dave had more hard luck today in the modified race when his big Devin SS was forced out with transmission woes.

Also today: John Timanus, who should be a sensation in a big car, won a close one in his Lotus II over Art Snyder's new BMC Genie. A thriller saw Jay Hills win narrowly over Robert Kirby in a battle of Porsche Carreras. In this clash Ronnie Bucknum, driving Chic Vandagriff's Hollywood Sport Cars 3-liter Austin-Healey, was a DNF. A bit over the halfway mark of the 15-lapper, the fan belt broke. Since January and



TOP: BETTE SAYLOR tries short cut at turn 3 during Pomona races July 22. She was still able to finish the race in her AH Sprite. (Photo by Bill Norcross) Bottom: Al (The Thin Man) Torres, colorful starter, gives the checker to Ken Miles, winning big Prod. car race in Ferrari Berlinetta. Other photos on Front Cover & Page 1. (MOTORACING photo by Gus V. Vignolle)

up to yesterday's CD Prod. race Bucknum had scored either overall or class victories in 14 straight races at seven different courses.

Jerry Titus SPORTS CAR GRAPHIC tech editor and a real comer who has been racing only a short time, finished 13s behind Miles in the EF Prod. car race. Both were in Sunbeam Alpines.

Other winners were Frank Smith, Alfa Romeo Giulietta;

Continued on Page 7

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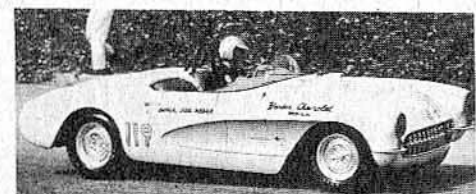
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# RALLY ROUND

BY ISABEL HAAS

The most recent SCCSCC Championship rally was Rohr's Count Down, July 29. About 30 cars from the LA area went down to Chula Vista to raise the total entry to 120 cars.

The rally wasn't difficult, but it had some inviting traps that caught a big batch of pigeons. One that put the later cars way ahead of the early ones was on a road that went into a 'Y' with a check point sitting on the left branch. If the driver didn't check the name of the street on the right branch, which he was supposed to do, he grabbed the bait and went into the check point about 45 minutes ahead of schedule. A maximum 15 minute error soothed the pain a little, but probably not enough. My driver, BOB TARLTON, went off to the right while I just sat there making questioning noises. He was sure he was correct so I decided to shut up and navigate, and worry about it later. A few weren't so sure of themselves, and finally turned around and went into the trap. Sometimes it's hard to resist the pull of a check point full of cars.

Another one that worried me even more (navigators are natural born worriers) was late in the rally. There was a speed

change instruction at "Olive Hill Rd" . . . with the following instruction reading "L on Olive Hill Rd." (The same sign is not used for two instructions requiring simultaneous execution unless included in the same numbered instruction.) We found the first sign, looked for the second one. And looked and looked and looked. By this time I was looking at Bob out of the sides of my eyes and talking to myself about how late we would be if we should have been elsewhere. At long last, after more than 12 minutes, we arrived at the point where Olive Hill Rd. comes into

the main road again, and turned into a check point. Traffic was

a bit heavy with cars coming from the wrong direction. The goof loop was several minutes shorter than the right way.

The course was good except for some occasional stretches of town traffic. Check point operation was excellent, and the workers acted as if they were glad to see us. The weather was pleasant, and all in all, it was an enjoyable day of rallying. Trophies were presented at Marty's Valley Inn in Oceanside. GLENN KINGSOLVER and all the rally officials deserve a round of applause for their work.

## COUNT DOWN III RESULTS

## OPEN CLASS

DRIVER	NAVIGATOR	CLUB	ERROR
1. D. Coulter	J. Coyle	TriAngles	1.014
2. T. Sparks	D. Sparks	PSCC	1.354
3. B. Hamilton	J. Rabell	SDSCC	1.734
4. Bob Craik	Jeff Saddle	RAL	1.877
5. F. Reiley	J. Bauer	RAL	2.198
6. Bob Tarlton	Isabel Haas	sfDrc	2.268
7. B. Knight	B. Knight	Palomar	6.344
8. G. Trimble	D. Trimble	La Mirada	8.826
9. B. Grevenmeyer	P. Aperio	La Jolla	8.968
10. R. Stoik	G. Martin	RAL	9.324

Team Award: Craik, Stoik, Reiley. Total error: 13.397

RESTRICTED CLASS  
(Stock Odometer)

1. K. Collins	S. Steel	SoBay SCC	5.280
2. R. Quam	T. Lawton	LSCC	6.672
3. D. Mansfield	C. Mansfield	Cubic	6.932
4. J. Gallant	G. Carriveau	---	10.996
5. J. Brabban	D. Kangas	Corv. of SD	11.468
6. O. Olson	K. Rife	SDSCC	13.416
7. J. Star	D. Rawlinson	Palomar	15.926
8. P. Grevenmeyer	C. Adams	Jag Auto Club	18.550
9. R. Shuey	S. Shuey	RAL	19.094
10. E. Towne	R. Towne	---	29.975

## SOP CLASS

1. F.H. Fraine	P. Fraine	La Jolla	6.112
2. J. Haynes	G. Haynes	Corv. of SD	10.295
3. H. Sewell	D. Sewell	SDSCC	11.155
4. C. Richards	A. Alber	ISCARA	12.222
5. M. Fulton	P. Fulton	---	14.354
6. D. Tataronis	J. Tataronis	SDMG	14.396
7. M. Kazuashi	D. Bjornson	---	17.628
8. B. Shugard	D. Shugard	SDMG	20.112
9. J. Woodward	R.A. Woodward	Corv. of SD	22.765
10. L. Crumb	R. Werle	SDAD	27.106

## Slalom Column

By DENNIS McCOSH

The Sports Car Club of El Toro Marine Base, near Anaheim, attempted an autocross recently on a triangle formed by three intersecting narrow roads near the base. The center of the triangle was dirt and grass as was the surrounding area used for pits. The event featured a time-yourself "Le Mans" start and attracted close to 100 potential entries due to a notice in the papers.

The "lot" was the best they could do, since there is a Federal rule that no automotive competition may take place on any military property. Also, the number of prospective drivers was unexpected, since RAM Triangle SCC was supposed to be holding an SCCSCC Championship Slalom on the same day but cancelled out at the last minute. However, an event intended as a "club" event should not be publicized as this one was.

The club must take the blame for the "Le Mans" start and for the tight course, though. "Le Mans" starts are not allowed in SCCSCC events because they are potentially dangerous and have no bearing on driving ability, which slaloms are supposed to be testing. The course was unnecessarily restrictive, even with the poor area available, and it took too long to run each car through, severely limiting the number of cars capable of being run through during the day.

A week or so later the California Sports Car Club hosted 134 (plus) drivers at their Twisty Tralom II; held at the Hambro Automotive parking lot in Compton.

MERWIN FISCHAL and his CSCC crew made excellent use of the small lot, and with a good tech inspection, good safety and organization, had themselves a fine event. The course was a well-designed balance between large and small cars which made it unnecessary to inconvenience the entrants by running the cars in class groups. The class breakdown was patterned after SCCSCC classes except that the Alfa Romeos, Lotus Elites and MGTD's ran with the smaller cars, which gave them a handicap, and Sprites were unnecessarily separated from the Lotus Sevens and Berkeleys.

One other mistake was allowing anyone to enter more than once officially. One driver won a trophy in his second car which

Continued on page 7

## Charity Concours Attracts 14,000

The Vista Del Mar Child Care Center grounds near Culver City were never so crowded as they were July 15, when Le Cercle Concours d'Elegance, with Bud Cohn in charge, staged an enormous charity concours which netted the project \$13-15,000. Total crowd was estimated at 14,000.

The 27-acre landscaped area was crowded all afternoon and spectators were rewarded with a close-up view of perhaps the largest outdoor collection of automotive machinery ever displayed here, and the widest variety of entertainment features.

Parades, bands, girlie shows, twist contests, and numerous other attractions shared spectator attention with 340 show cars lined up in 25 categories for exhibition and judging. Among them there were many splendid examples, rare specimens from antique to the most modern. Five of them were chosen BEST for various reasons, and 75 others were rewarded with trophies in 25 classes.

Class winners, best of show & special awards  
BEST OF SHOW - SPORTS CARS - Steven J. Earle, - 1962 Ferrari Berlinetta Coupe.  
BEST OF SHOW - ANTIQUES - Richard Alexander, 1913 Lozier Lakewood 4-Door Sedan.

BEST OF SHOW - CLASSICS - Alton H. Walker, 1937 Cord 812 Beverly 4-Door Sedan.  
MOST UNUSUAL CAR - Charles Donlon 1922 Rolls-Royce Hearse.

CAR DRIVEN GREATEST DISTANCE - Thomas H. Hubbard, 1934 Franklin Club Brougham.

CLASS A . . . SPORTS CARS (Up to \$2,500 - including Sunbeam) - Tie for 1st Bob and Dick Beagle, 1940 American Bantam Roadster, and E. Alan Moss, 1948 MG TC.

CLASS B . . . SPORTS CARS (\$2,501 to \$4,500) - Norman B. Feinstein, 1961 Porsche 1600 Super Coupe.

CLASS C . . . SPORTS CARS (\$4,501 to \$10,000) - Don Ricardo, 1955 Mercedes-Benz 300SL.

CLASS D . . . SPORTS CARS (Over \$10,000) - Steven J. Earle, 1962 Ferrari Berlinetta Coupe.

CLASS E . . . AMERICAN CARS - Robert J. Worthington, 1955 Ford Thunderbird.

CLASS F . . . EUROPEAN CARS - Douglas A. Brown, 1934 BMW Roadster.

CLASS G . . . CLASSICS (American) - C.P. "Duke" Shaffer, 1938 Cadillac Formal Limousine.

CLASS H . . . CLASSICS (European) - Joseph W. Ruzella, 1938 Bugatti Atalante Coupe.

CLASS I . . . ROLLS-ROYCE (Class and Rolls-Royce Club) - Lester Braunstein, 1929 Rolls Phantom I Ascot Phaeton.

CLASS J . . . ANTIQUES - Carl Anderson, 1909 Rolls-Royce Silver Ghost Roadster.

## LEE ADRIAN SAYS--



SYDNEY HARRIS, the syndicated columnist who consistently writes about sports cars, hit it on the cabeza the other day in pointing out how ridiculously inaccurate it is to call racing drivers "daredevils."

Describing racing drivers, he said, "...they are scrupulously cautious about their equipment, driving conditions, and all safety measures; it is the ordinary motorist who is a foolish daredevil, driving too fast in an over-powered car under bad conditions, and surrounded by thousands of lunatics like himself."

\*\*\*

I actually didn't expect STIRLING MOSS to be ready for the Grand Prix of Great Britain, but it's good to hear he's coming along great and water skiing in Nassau.

His doctors have advised holding off driving for at least a month, and Moss will have to undergo another complete check-up before stomping on a throttle.

## CLASS K . . . COMPETITION (Racing Cars)

--- John E. English, 1958 Alfa Romeo.

CLASS L . . . STREET CARS --- Harvey Singer, 1958 Ford Fairlane 500 Convertible.

CLASS M . . . MODEL A FORDS --- James M. Falkenburg, 1931 Model A Deluxe Roadster.

CLASS N . . . MODEL T FORDS --- Philip Reed, 1915 Ford Touring.

CLASS O . . . BMW MOTORCYCLES --- R. L. Wright, 1960 BMW R-60.

CLASS RC . . . BEVERLY HILLS SPORTS CAR CLUB --- Alvin I. Kropff, 1960 Mercedes-Benz 300SL Roadster.

CLASS SC . . . LONG BEACH MG CLUB --- Donald M. Jacquin, 1960 MGA 1600.

CLASS TC . . . MERCEDES-BENZ CLUB --- William D. Bledsoe, 1958 Mercedes-Benz 220S Convertible.

CLASS PC . . . PACKARD CLUB --- William H. Lauer, 1953 Packard Convertible.

CLASS QC . . . JAGUAR OWNERS CLUB --- Robert M. Laviolette, 1956 Jaguar Convertible.

CLASS UC . . . CLASSIC SOCIETY --- Frank Weeks, 1933 Lincoln V12 Convertible Coupe.

CLASS VC . . . CLASSIC CLUB --- Anthony Duke Henkels, 1928 Lincoln Locke Dual Cowl.

CLASS WC . . . MORGAN PLUS FOUR CLUB --- Lars Nielsen, 1959 Morgan Plus Four.

CLASS XC . . . ISCARA --- Kenneth A. Wilks, 1959 MG Magnette.

CLASS YC . . . UNITED STATES SPORTS CAR CLUB --- Bob Bondurant, 1954 Ferrari GT Coupe.

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## SLALOM COLUMN

Continued from Page 6

should have gone to someone else.

Top time of the day went to HAROLD VON KESZYCKI in a Porsche, with MIKE DYOTT (Porsche) and DAVE LEHMANN (Renault - ROCA), close behind. JIM NEILAND (Lotus-PSCC), CLIFF GILLAN (Sprite-ROCA), BOB WINDHORST (Lotus-PSCC) JIM ANGEL (Devin-Corvair), WALT STONE (Renault-PSCC), BOB CHALLMAN (Lotus-PSCC), and PAUL BELL (Lotus-PSCC) complete the 10 fastest times list.

The trophy winners:  
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2. D. Snow	Corvette	48.91
3. D. Fiorelli	Jaguar	51.52

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### Class B (1600-3000)

1. D. McCosh	Austin-Healey	47.15
2. W. Lister	Austin-Healey	47.28
3. J. Rosenberg	Austin-Healey	48.03
4. L. Theobald	Audint-Healey	48.10
5. B. Hastings	Austin-Healey	48.14

### Class C (1300-1600)

1. H. Von Keszycyk	Porsche	45.57
2. M. Dyott	Porsche	45.61
3. W. Harper	Porsche	47.10
4. D. Davidson	Porsche	47.11

### Class D (under 1300) Production

1. J. Nieland	Lotus 7	45.98
2. B. Windhorst	Lotus 7	46.49
3. W. Stone	Renault	46.83
4. B. Challman	Lotus 7	46.86
5. P. Bell	Lotus 7	46.99

### Class E (Sprites only)

1. C. Gillan		46.18
2. D. Stewart		47.97
3. J. Hrenak		47.99

### Class F (over 2000) Modified

1. J. Angel	Devin Corvair	46.75
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### Class H (under 2000) Modified

1. D. Lehmann	Renault	45.84
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### Class I (Sedans over 1600)

1. R. Beauchamp	Volvo	50.15
2. T. Roberts	VW Ghia	51.41
3. A. Aston Jr.	Renault	51.71

### Class J (Sedans under 1600)

1. R. Potter	Renault	48.67
2. D. Wilson	Renault	48.95
3. L. Perry	Austin Cooper	49.98

### Class K (Ladies over 1600)

1. Vererly Cummings	TR-3	50.64
2. Renate Oventrop	Tr-3	53.68

### Class L (Ladies under 1600)

1. Marcia Hatfield	Sprite	49.91
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### Class M (Formula Jrs.)

1. D. Thielke	Borgward	47.18
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## POMONA

Continued from Page 5

Kurt Neumann, who has been hard to catch in his Dolphin Intl. Form. Jr.; Alive Warren, Sunbeam Alpine, and Joe Weiter, Corvette, who took the 10-lap novice race. Barbara Nieland was first in the women's race, but was disqualified and placed third for what officials said was "cutting in front of two cars and taking a short cut in." Apparently Barbara was left with this alternative or a shunt with the two machines involved.

These were the first races since the merging of the two local clubs, and were staged without a hitch by the LA Chapt. of the US Sports Car Club (USAC) with the cooperation of the Cal Club region of SCCA. Denny Shutes was race chairman. There were 177 cars and 211 entries. The crowd yesterday was 3950. Everybody --- just about --- was happy as hell.

### SUNDAY SUMMARY Course---1.85mi.

CDEFG Mod. 20 laps---1. Bill Krause, Birdage Maserati (78.85mph. Avg.); 2. Jack McAfee, Porsche RSK; 3. Bill Boldt, Kurtis Pontiac; 4. Ted Peterson, Lister Jaguar; 5. Art Snyder, BMC Genie. C. Boldt; D. Krause; F. McAfee; G. Snyder; Form. Jr., Harvey Snow, Lotus 20B (7th OA).

AB Prod. 15 laps---1. Ken Miles, Ferrari Berlinetta (72.5mph); 2. Joe Freitas, Corvette; 3. Scott Briley, Corvette. A. Miles; B. Don Meline, Corvete (4th OA).  
GH Mod. 20 laps---1. John Timanus, Lotus 11(78.50mph); 2. Art Snyder, BMC Genie; 3. Gary Beitel, Elva 11. G. Timanus; H. Ingvar Lindqvist, SAAB Spl. (7th OA).

CD Prod. 15 laps---1. Jay Hills, Porsche Carrera (75.8mph); 2. Robert Kirby, Porsche Carrera; 3. Rick Muther, Porsche SS, C. Hills; D. Muther.

EF Prod. 15 laps---1. Ken Miles, Sunbeam Alpine (72.8mph); 2. Jerry Titus, Sunbeam Alpine; 3. John Lumkin, MGA, E. Charlie Gates, TR4 (4th OA); F. Miles.  
GH Prod. 15 laps---1. Frank Smith, Alfa Romeo Giulietta (68.2mph); 2. Serge May, Lotus 7A; 3. Bill Young, MG, G. Smith; H. R.D. Nelson, Austin-Healey Sprite (5th OA).  
Formula. 10 laps---1. Kurt Neumann, Dolphin Intl. Form. Jr., (78.8mph); 2. Bruce Eglinton, Lotus 20B; 3. Dick Boyle, Lotus 20. Form. Jr., Neumann; II. Frank Dochnal Cooper Climax (9th OA); III. Bill Parmelee, Fairchild (8th OA).

Women. 10 laps---1. Alice Warren, Sunbeam Alpine (69.9mph); 2. Diana Kirby, Porsche Carrera; 3. \*Barbara Nieland, Alfa Romeo Giulietta. C. Kirby; F. Warren; G. Nieland; H. Bette Saylor, Austin-Healey Sprite (9th OA). \* - Winner, but disqualified and placed 3rd for cutting in front of 2 cars and taking short cut.

Novice. 10 laps---1. Joe Weiter, Corvette (66.55mph); 2. Buzz Naylor, Porsche RS; 3. Don Lee, Corvette. B. Weiter; C. Greg Bayne, Corvette (7th OA); D. John Phillip, Jr., Porsche SS (6th OA); E. Mike Stephens, Austin-Healey 100-4 (8th OA); F. Woody Sanders, Spl., (5th OA); G. Gerald Wallace, Austin-Healey Sprite (17th OA); H. Cliff Gillan, Austin-Healey Sprite (12th OA).

### SMOG-TRAP SYSTEMS

Seven smog-control devices of the crank-case breather type have been approved by the California State Motor Vehicle Pollution Control Board. Each of the major car builders has submitted a smog-trap system for consideration by the lawmakers.

# VIGNETTES

Continued from Page 3

greatest driver in the world today."

Please excuse the rambling nature of this column, but since the two clubs got together, this is no day for knocks and raps. Let's just go on being jolly with Dick and Ruby Todd, happier than the proverbial lark with a new Chevrolet Greenbrier bus they had acquired that week-end.

The Todds have a six-year-old Collie, full name of Ebony Cinderella of El Laddon. They call her Cindy for short. Oh, shut up. I know this has nothing to do with road racing, but I don't care. They used to feed Cindy two raw eggs to improve her coat. One day, years ago, they added a touch of Chivas Regal Scotch to the eggs. They said since then, Cindy would not touch the huevos unless the booze was in there.

"Cut it out," I told Todd, reeling. He proved to me and everybody in the joint that was no bullcon. It was legit. Honest!

Shelby, the old guano distributor from Texas, could hardly believe his eyes.

The only two guys who didn't drop over were D.D. MICHELMORE and JIM PETERSON, presidents of the erstwhile bickering clubs. They were exhausted after receiving congrats from one and all for burying the hatchet (this time not in each other's skull).

Earlier in the day, they drove around the course together in the Ferrari course car. They were given an ovation. We couldn't figure out why they didn't smile.

By the way, nominating ballots are now available at Cal Club offices. These are for (1) the new name of the merged clubs, and (2) the board of directors, which is to be made up of 11 persons. These will not be mailed back to either of the existing clubs, but to an impartial accounting firm, which will check the names of club members and then make a count.

TQM BINFORD, president of USAC, was on his toes when he sent a wire to BOB ESTES, who had helped the USSCC here. It read: "On behalf of the USAC board I extend best wishes for a successful race at Pomona and best personal regards and congratulations to all who have made this an historical occasion for So. Calif. road racing by your dedicated and selfless cooperation. Wish I could be there."

I didn't hear of such thoughtfulness from the Paralyzed Cerebrums of Westport.

\*\*\*

BRIEFLY NOTED --- The two greatest freeloards of the year have been held at Country Clubs --- Lakeside and Wilshire. The first was to introduce the new Mercedes-Benz 300SE sedan. It was a pleasure there to meet MB's efficient pubrel mgr., ROGER VALDISERL. Just as posh to the Nth degree in the booze and food depts. last week was the one at Wilshire, staged along the fairways by CLYDE E. SCHETTER of the Goodyear Tire & Rubber Co., and C.E. TOTTON of the Shell Oil Co. The occasion was to introduce us to the revolutionary new racing car, Spirit of America, and the builder-driver, CRAIG BREEDLOVE, prior to an attempt to set a new land-speed record at Utah's Bonneville Salt Flats, Aug. 26-Sept. 1. The giant jet-powered car, which was on display, has a predicted speed range of 500mph. Powered by a J-47 engine, the car stands on three wheels, is six feet high, 35 feet long, 11 feet wide and weighs nearly three tons. It resembles a wingless F-104 jet plane. The 13-year-old world's land speed record of 394.196mph is held by an Englishman, JOHN COBB.

TRIVIA & FRIVOLA (or playing leapfrog in Athens)---RAY TURN-BULL is in even better form than when I was with him during the races in Honolulu. During an al fresco lunch the other day he interrupted me with this quip: "Please stop; never spoil a good story with facts." Ray has extensive copra interests in Tahiti, and as soon as I dump this Snapper-Wrapper, I am either going to Mexico or down there with him. He plans to inhabit an island nearest American Samoa. Some of his close friends are coming along to get away from it all. The name of the island is Fornicadia. Could there be a greater name for an island in the Sun? Jamais! ... Overheard at a saloon: "The only reason marijuana is illegal is because it would run the liquor industry out of business." Fantastico! ... Dinner in the sun-splashed garden (the sun sets late in Calif.) of AL SANTORO, the well-known human being and my former boss on an LA metropolitan Snapper-Wrapper, was delightful. Giving the chicken cacciatore a respite, he turned to his wife Betsy and, for whatever reason entered his mind, said, "Dear, please don't bother about my funeral arrangements; KHRUSHCHEV will bury me."

Joe Kizis PRESENTS

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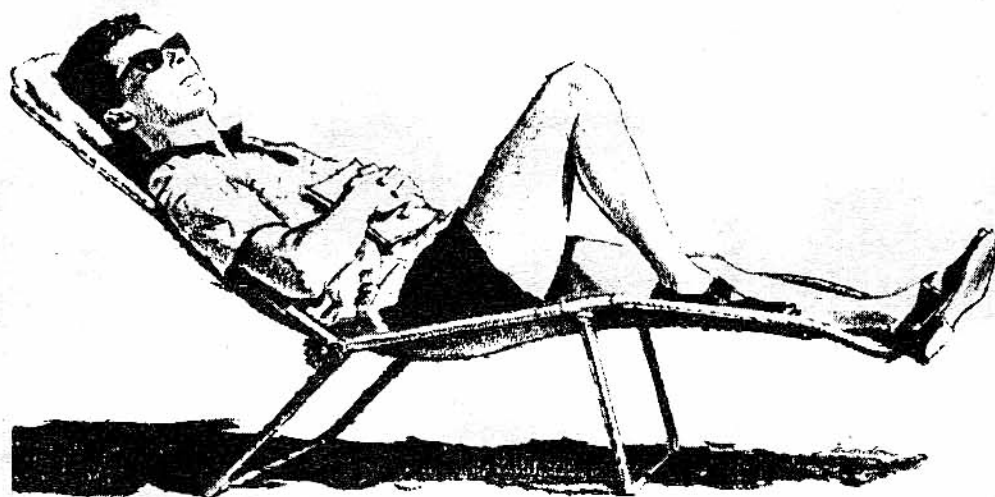


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